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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

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COUNTRY Czechoslovakia

DATE DISTR. 22 Dec. 1949

SUBJECT Holesovice Plant in Prague

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1. Designation of plant:

PAL spojene zavody pomocneho automobilniho a leteckeho
prumyslu n.p. zavod Holesovice, PRAHA VII. zavetři 5
(previous designation Hodek).

2. Manager: Engineer PLSEK 45; lived in DEJVICE

Acting manager: Engineer NOVAK, 50

heads of production: MUZIK, 35, and PANSKY 40

Chairman of workers' council: KAPLAN, 50

39 Personnel: About 850 workers and employees, working two shifts.

4. Factory militia: 40 men.

5. Power supply: From the PRAQUE network, HOLESOVICE power plant.

6. Factory sections:

Machine shop: Foreman INDRAČEK, 27

Personnel: About 80 workers

Machinery: Three new heavy lathes, five light lathes, five drilling machines, two special threading hobbers, ten portable drilling machines.

b. Grinding shop: One new surface grinding machine (TOS
Chrivneves make), one heavy thread grinding machine (Swiss
make), one special precision grinding machine for fineboring,
degree of accuracy about 0.0004 in.

Grinding finishing shop: Foreman SVOBODA. 25

Personnel: Four women

Machinery: Three German pivot grinding machines, degree

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of accuracy about 0.00004 in.

d. Checking: Chief: KULHANEK, 60
Personnel: Twelve workers

e. Developmental section: Chief: CIZEK, 23
Personnel: 20 workers

Manufacture of samples and preparation of series production.

f. Assembling shop: Chief: SIMUNEK, 27
Personnel: 35 workers

g. Nickeling: One worker.

h. Lacquering: Three workers.

i. Bitter's shop: Foreman PRUSA, 55

k. Automatic piloting section: Chief: Engineer HARKEZ
Personnel: Two engineers and twelve workers.

l. Laboratory: Three employees

m. Repair shop: Foreman KOBYLKA, 35
Personnel: Eight workers.

7. Production: Manufacture is limited to production of the listed aircraft accessories.

a. Altimeters:

About one unit a day, most of which was delivered to the OTROKOVICE aircraft factory for installation in sport aircraft of the "Zlin 22" type. However, it was possible to install them in planes of any type. Production of altimeters had been stopped for some time as the plant had to supply parachute closings for the SU.

b. Propeller revolution counters: For any aircraft of German make. These revolution counters were mostly supplied to KBELY for reconditioned aircraft of German origin.

c. Speedometers: Two designs, for sport planes up to about 310 miles, for fighters up to about 680 miles.

d. Compasses:

(1) Wrist type, exported to the Netherlands; a large quantity of these was shipped to MILANO in April 1949.

(2) Aircraft type, maximum production one compass a month; these types are subject to a long test period. They were picked up by soldiers stationed in KBELY who trucked them on special padded cars.

e. Curve meters: About 200 curve meters a month for aircraft of any make. These instruments were shipped to KBELY.

f. Position indicators: For the landing gear (the device indicates whether the landing gear is let down); about 30 indicators were manufactured monthly; they were to be installed in sport aircraft and were supplied to OTROKOVICE and to Hraz in CHOCEV (SOKOL sport planes).

g. Automatic pilot device: This apparatus was being

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developed or tested. It was forbidden to enter this special workshop, which was kept dustproof through special devices. The factory management had resolved to present the Republic with an automatic pilot on the occasion of the 9th Party Day and, to this end, the personnel worked overtime.

h. Parachute closings: 30,000 closings were ordered by the Soviet Union which were shipped from the plant to a leathergoods factory in HOLESOVICE for further work.

i. Repairs of apparatuses taken from German wrecks for KBELY:

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k. Aircraft instruments are frequently repaired on the spot to avoid dismantling and shipping to the factory.

l. Production was slowed by shortness of plexiglass, aluminum, and duralumin. Manufacture of revolution counters had been stopped because of shortage of aluminum in March 1949.

8. The HOLESOVICE plant had not been concerned with the Two Year Plan nor is it subject to the Five Year Plan because, due to the developmental work, it was not possible to fix the rates of production.

9. Two senior Soviet engineers in civilian clothing were at the plant in September and October 1948. They went through the workshops and allegedly designed some plans.

Comment:

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a. This plant of the nationalized PAL Trust (former designation "V.HODEK") manufactured aircraft equipment prior to the war. It is a minor factory producing aircraft equipment and electrical instruments.

b. The most important air equipment factory of Czechoslovakia is situated in PRAGUE-MODRANY. Its former designation was Vinopal Brothers. Gyroscopes and parts for the three-axes steering device had also been manufactured there.

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